

Winchester Boulevard and Santana Row/Valley Fair Urban Villages



Winchester Advisory Group Meeting #16
November 14, 2016
6:30 pm

Urban Village Plans Contents

- Vision
- Land Use
- Circulation and Streetscape
- Urban Design Framework
- Parks, Plaza and Public Art
- Wayfinding and Community Identification Signs

Urban Village Plans Contents

- Vision
- Land Use
- Circulation and Streetscape
- Urban Design Framework
- Parks, Plaza and Public Art
- Wayfinding and Community Identification Signs

Streetscape Concept



Winchester: Community Desires

Online Survey (372 participants)

Community Workshop (≥190 participants)

- **Maintain travel lanes**
- **Provide dedicated bike path**
- **Provide/maintain street parking along stores**
- **Pedestrian comfort and safety, better crossings**

Winchester: Community Desires

- Provide more landscaping and street trees
- Build a bridge to connect Santana Row and Valley Fair
- Fill vacant shopping centers
- Incorporate art into streetscape (e.g. tree lighting, painted utility poles and boxes)
- Improve traffic congestion

Identifying Roadway Traffic Issues

- A travel-time hierarchy identifies where neighborhood traffic issues are occurring/will likely occur:
 - *Calm neighborhood streets for all users*
 - *Collectors and arterials for local traffic*
 - *Regional facilities for through traffic*
- Placement determined by:
 - *Existing vehicular speeds and volumes*
 - *Roadway typology (City Connector Streets, Local Connector Streets, Residential Streets, etc.)*
 - *Public input*

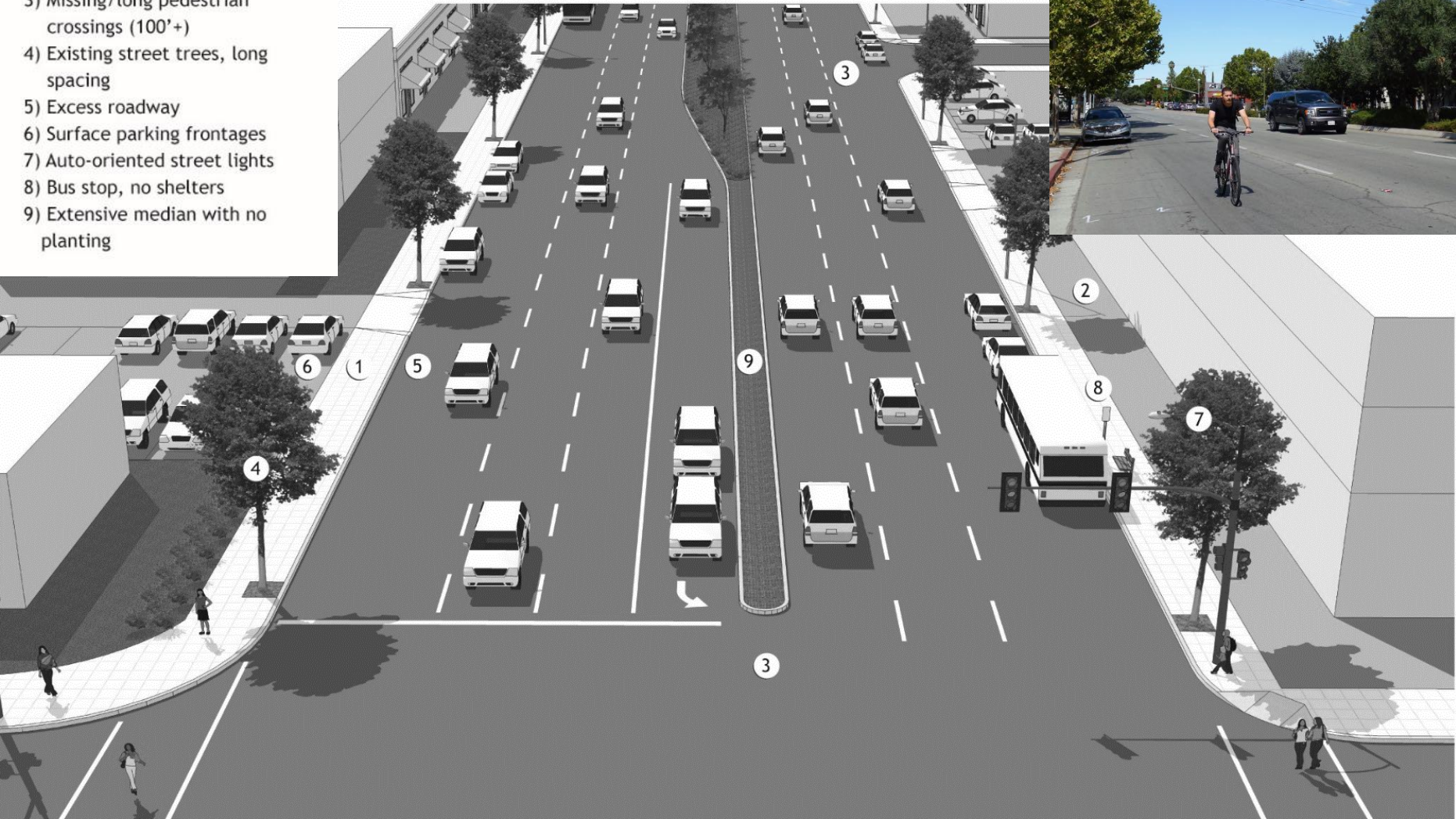
Neighborhood Traffic Management Strategies to Control Cut-Through Traffic

- Traffic calming strategies, such as:
 - *Medians and bulb-outs (narrows street, reduces speeds)*
 - *Traffic circles*
 - *Enhanced crosswalks and flashing beacons (improves visual appearance and highlight crossings)*
 - *Additional signage*
- Potential adjustments that would lead to residential streets being designed to be at least 5 mph below the posted speed limit

Existing – Winchester Boulevard, 100 ft

Streetscape Conditions

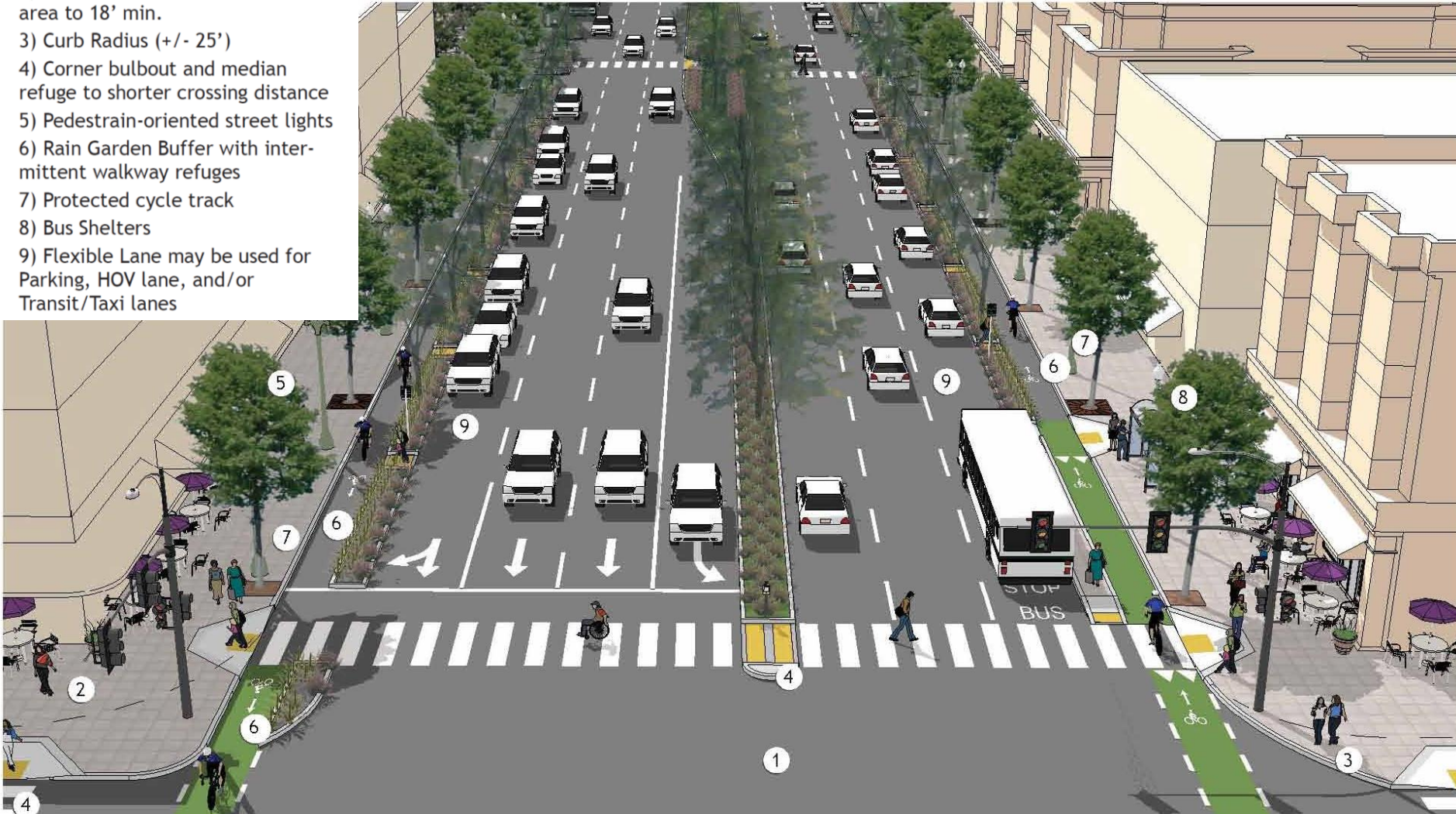
- 1) Narrow sidewalk - 8'±
- 2) Building setbacks 10'-0" +/-
- 3) Missing/long pedestrian crossings (100'+)
- 4) Existing street trees, long spacing
- 5) Excess roadway
- 6) Surface parking frontages
- 7) Auto-oriented street lights
- 8) Bus stop, no shelters
- 9) Extensive median with no planting



Proposed Winchester Boulevard Section (100 ft)

Streetscape Elements

- 1) 6-lane through vehicular traffic
- 2) Sidewalks widened in setback area to 18' min.
- 3) Curb Radius (+/- 25')
- 4) Corner bulbout and median refuge to shorter crossing distance
- 5) Pedestrian-oriented street lights
- 6) Rain Garden Buffer with intermittent walkway refuges
- 7) Protected cycle track
- 8) Bus Shelters
- 9) Flexible Lane may be used for Parking, HOV lane, and/or Transit/Taxi lanes

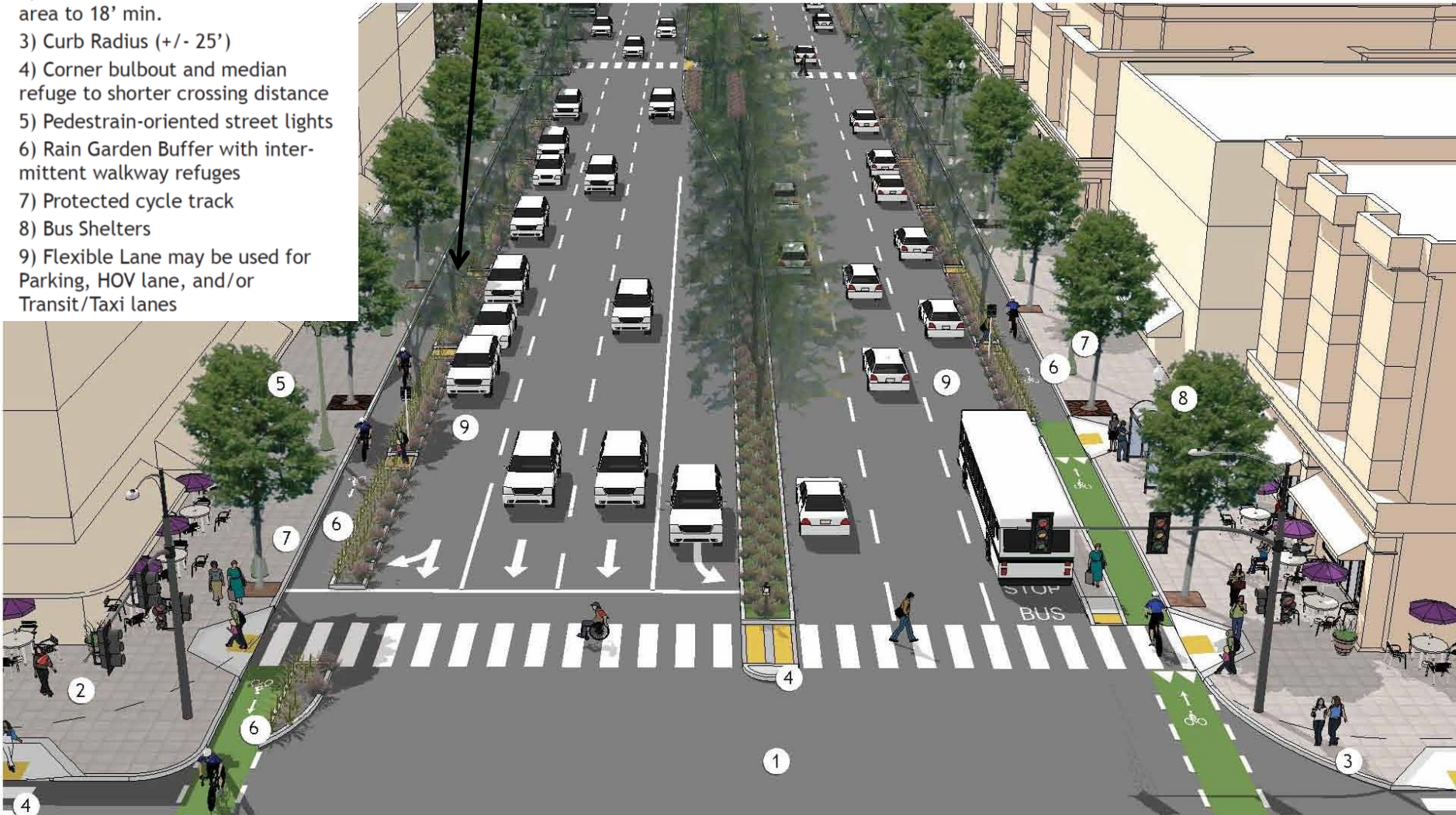


Proposed Winchester Boulevard Section (100 ft)

Streetscape Elements

- 1) 6-lane through vehicular traffic
- 2) Sidewalks widened in setback area to 18' min.
- 3) Curb Radius (+/- 25')
- 4) Corner bulbout and median refuge to shorter crossing distance
- 5) Pedestrian-oriented street lights
- 6) Rain Garden Buffer with intermittent walkway refuges
- 7) Protected cycle track
- 8) Bus Shelters
- 9) Flexible Lane may be used for Parking, HOV lane, and/or Transit/Taxi lanes

Protected cycle track



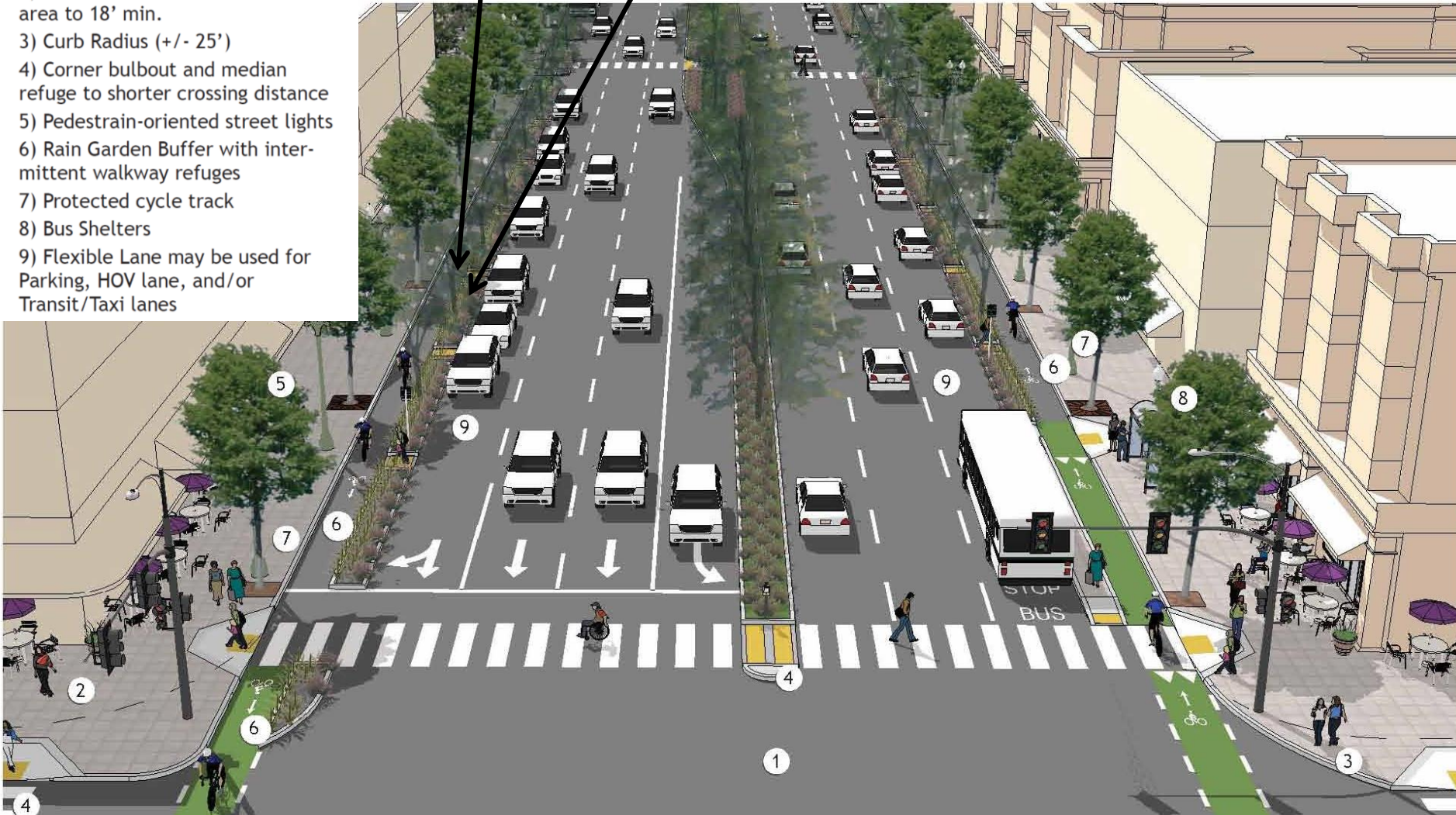
Proposed Winchester Boulevard Section (100 ft)

Streetscape Elements

- 1) 6-lane through vehicular traffic
- 2) Sidewalks widened in setback area to 18' min.
- 3) Curb Radius (+/- 25')
- 4) Corner bulbout and median refuge to shorter crossing distance
- 5) Pedestrian-oriented street lights
- 6) Rain Garden Buffer with intermittent walkway refuges
- 7) Protected cycle track
- 8) Bus Shelters
- 9) Flexible Lane may be used for Parking, HOV lane, and/or Transit/Taxi lanes

Protected
cycle track

Rain garden buffer
with walkways



Proposed Winchester Boulevard Section (100 ft)

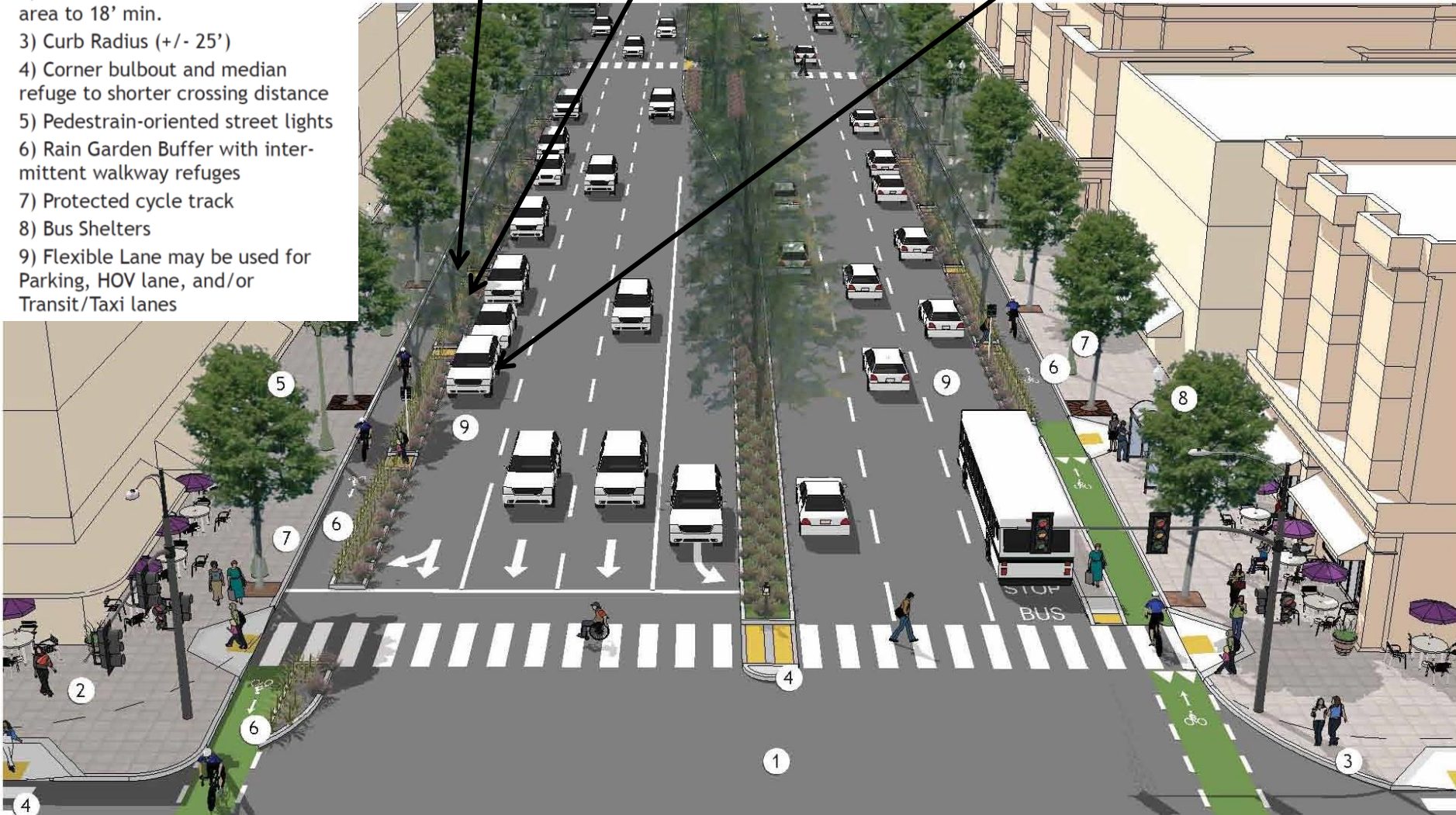
Streetscape Elements

- 1) 6-lane through vehicular traffic
- 2) Sidewalks widened in setback area to 18' min.
- 3) Curb Radius (+/- 25')
- 4) Corner bulbout and median refuge to shorter crossing distance
- 5) Pedestrian-oriented street lights
- 6) Rain Garden Buffer with intermittent walkway refuges
- 7) Protected cycle track
- 8) Bus Shelters
- 9) Flexible Lane may be used for Parking, HOV lane, and/or Transit/Taxi lanes

Protected
cycle track

Rain garden buffer
with walkways

Flex lane: parking,
HOV, taxi/transit

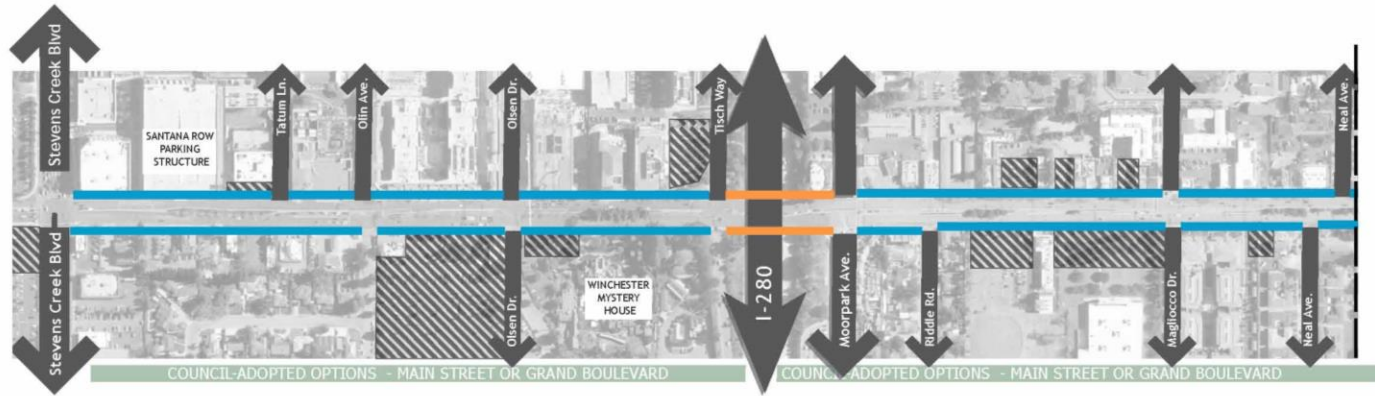


Existing Winchester Boulevard Right-of-Way

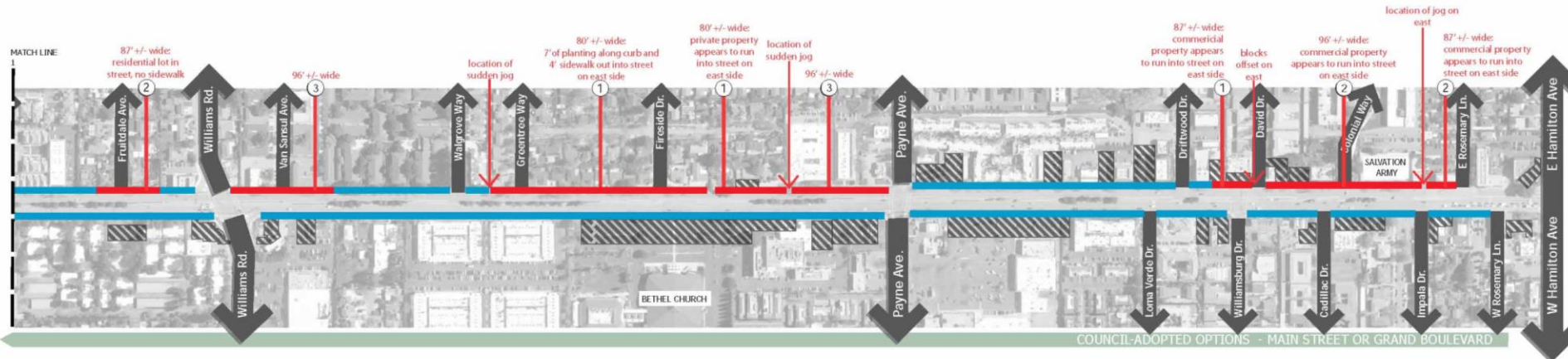
LEGEND

- █ Concept as Proposed 100' Curb to Curb
- █ Concept modifications for narrow conditions
- █ I-280 Improvements

- 1) 80' - Two-lane, Sharrow only
- 2) 87' - Two-lane, Bike Lane, No Parking
- 3) 96' - No Rain Garden



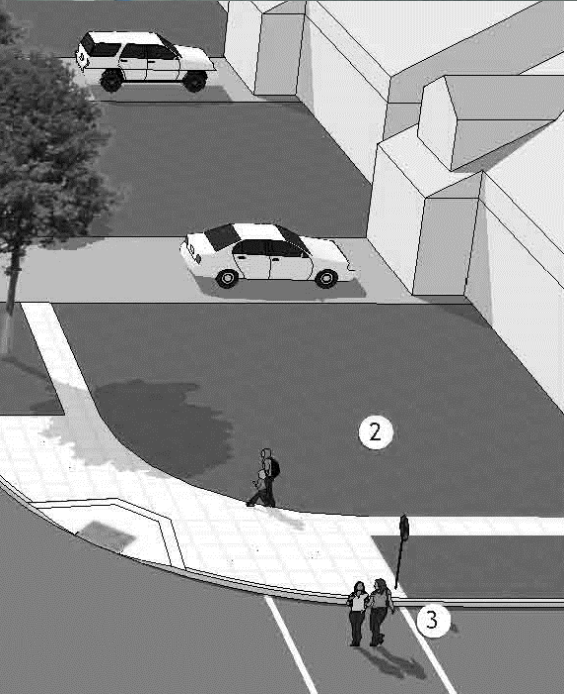
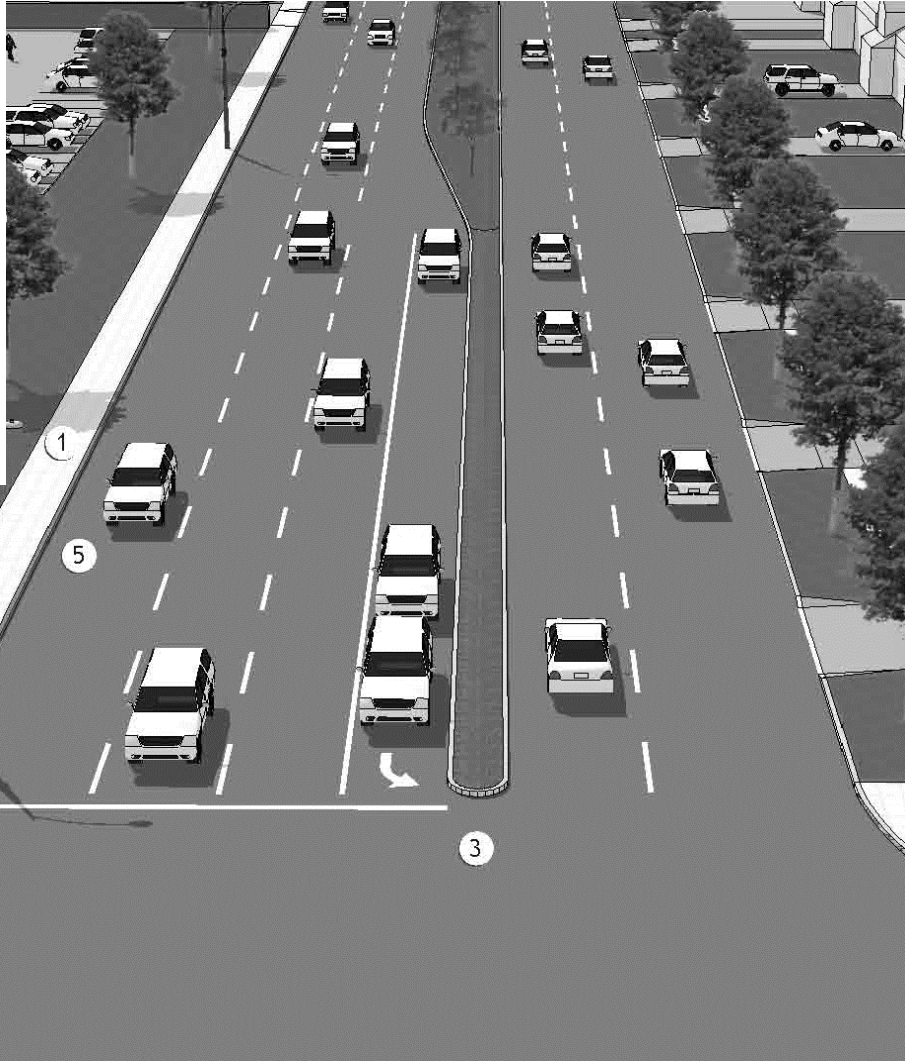
- 1) 80' - Two-lane, Sharrow only
- 2) 87' - Two-lane, Bike Lane, No Parking
- 3) 96' - No Rain Garden



Existing – Winchester Boulevard, 80 ft

Streetscape Conditions

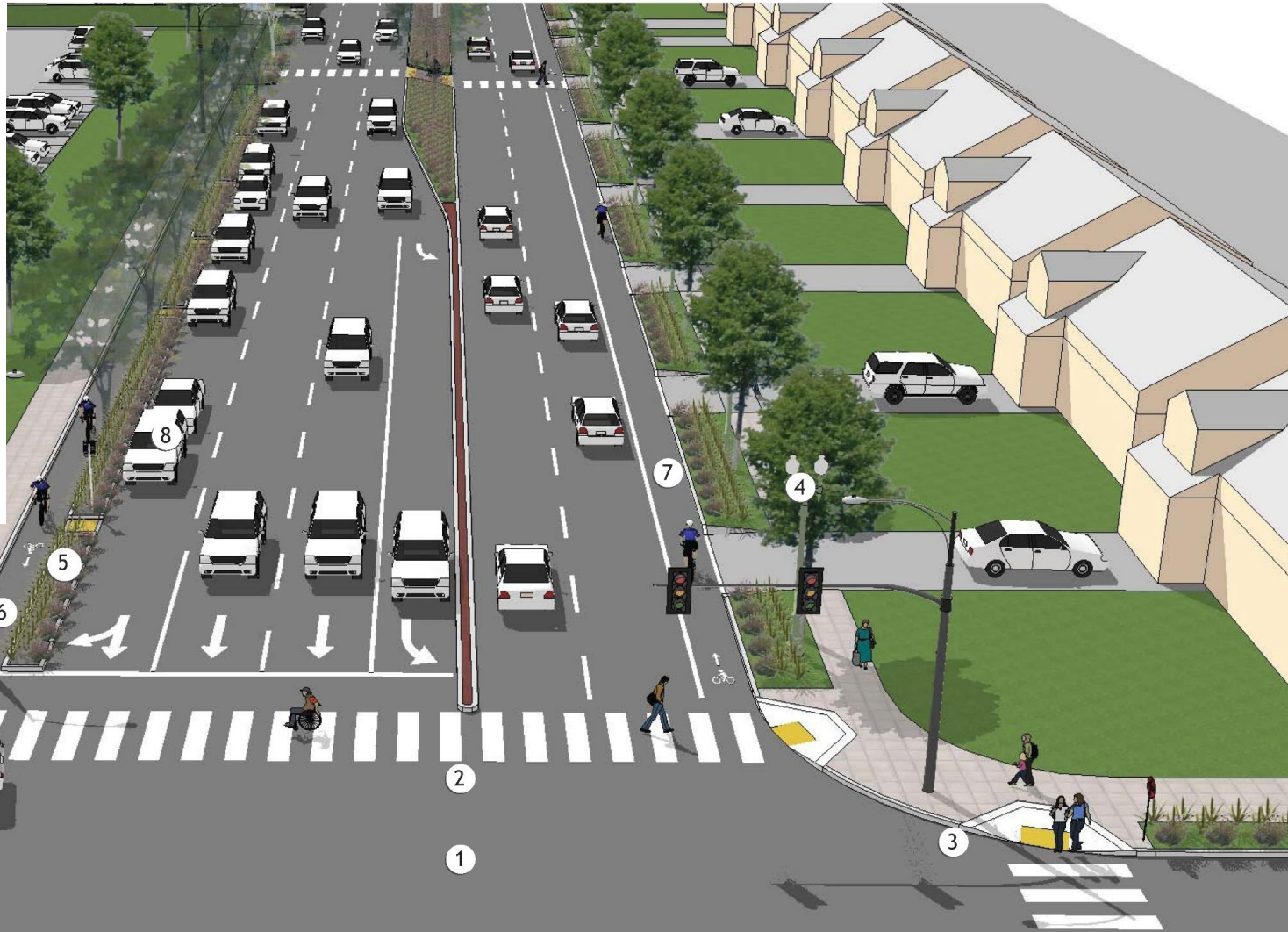
- 1) Narrow sidewalk - 8'±
- 2) Residential frontage with planting strips, driveways, etc..
- 3) No pedestrian crossings (80'+)
- 4) Existing street trees, long spacing
- 5) Excess roadway
- 6) Surface parking frontages
- 7) Auto-oriented street lights



Modified Winchester Boulevard Section

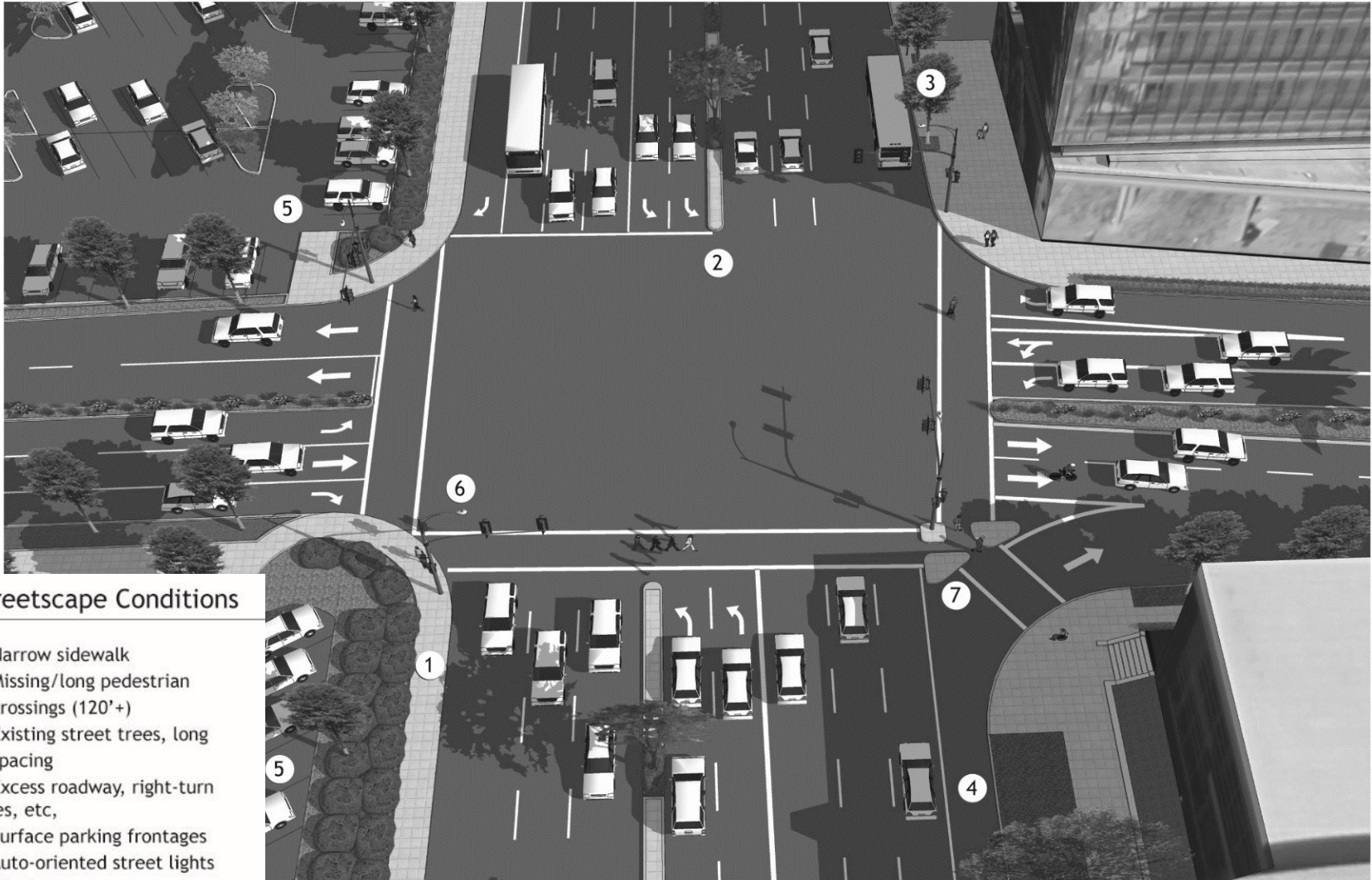
Streetscape Conditions

- 1) 3-lane through vehicular traffic (southbound)
- 2) Signalized pedestrian-crossing
- 3) Curb Radius (+/- 25')
- 4) Pedestrian-oriented street lights
- 5) Rain Garden Buffer with intermittent walkway refuges (southbound)
- 6) Protected cycle track (southbound)
- 7) Bike Lane (northbound)
- 8) Flexible Lane may be used for Parking, HOV lane, and/or Transit/Taxi Lane (southbound)



Stevens Creek/Santana Row – Existing Conditions

STEVENS CREEK BOULEVARD



SANTANA ROW

Streetscape Conditions

- 1) Narrow sidewalk
- 2) Missing/long pedestrian crossings (120'+)
- 3) Existing street trees, long spacing
- 4) Excess roadway, right-turn lanes, etc,
- 5) Surface parking frontages
- 6) Auto-oriented street lights
- 7) Slip lanes

Stevens Creek/Santana Row – Ped Improvements



Urban Design Framework

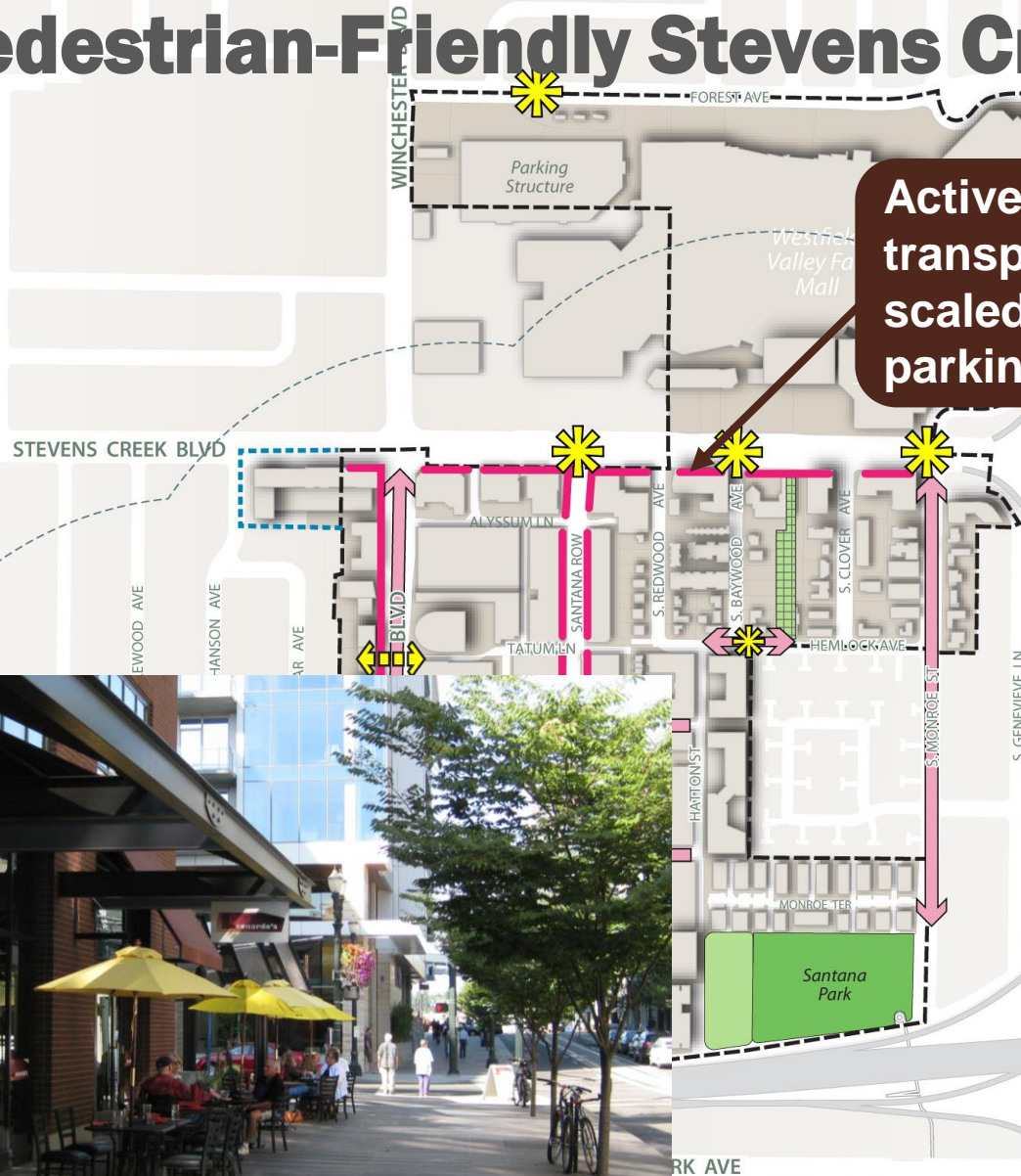










- 1. Pedestrian-Friendly
Winchester/Stevens Creek**
- 2. Creating Connections**
- 3. Respecting Scale of Existing
Neighborhoods**

Santana Row/Urban Village Urban Village

Pedestrian-Friendly Stevens Creek

Active frontages, ground-floor transparency, pedestrian-scaled design required; parking located to the rear.

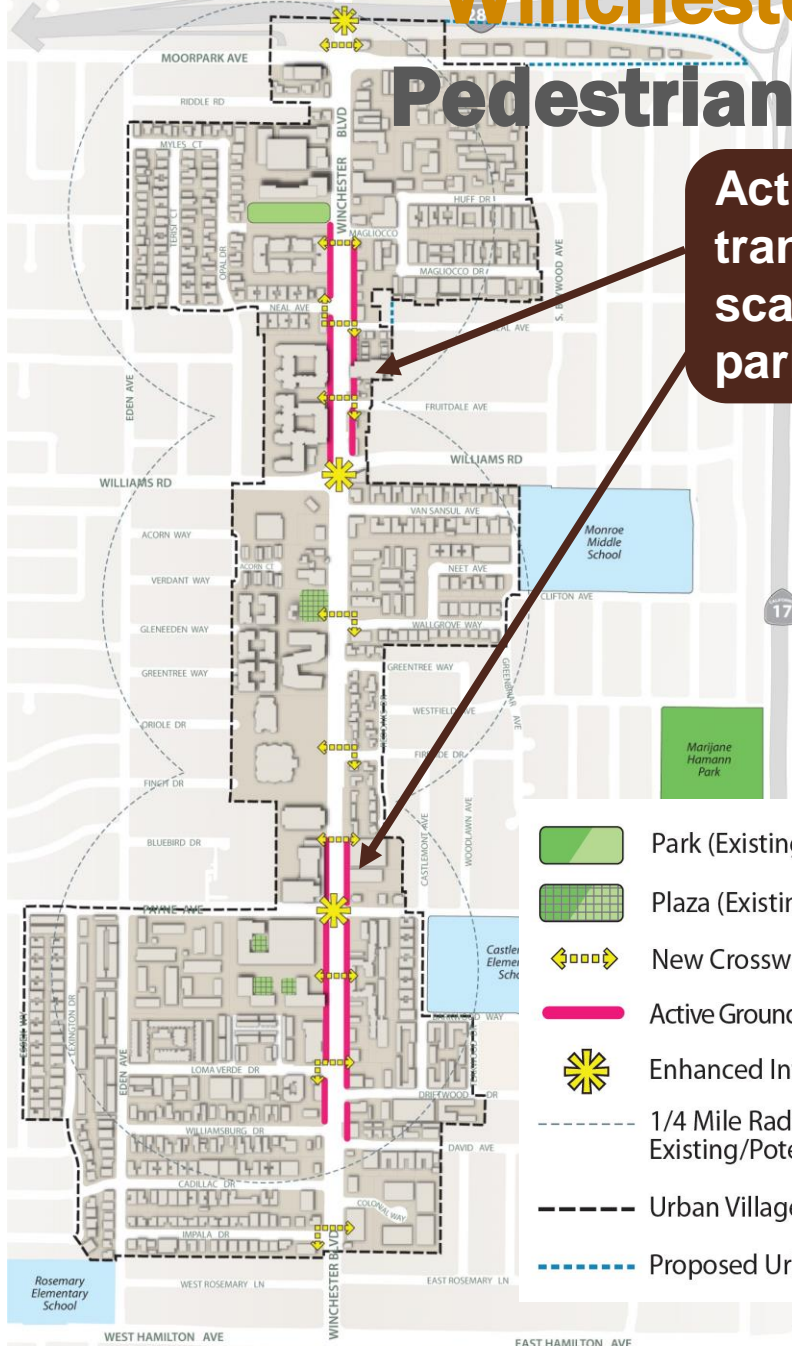


-  Park (Existing/Potential)
-  Plaza (Existing/Potential)
-  Primary Pedestrian Route
-  New Mid-Block Crossing
-  Active Ground-Floor Frontage
-  Enhanced Intersection/Crossing
-  1/4 Mile Radius from Existing/Potential Open Space
-  Urban Village Boundary
-  Proposed Urban Village Boundary

Winchester Boulevard Urban Village

Pedestrian-Friendly Winchester Blvd

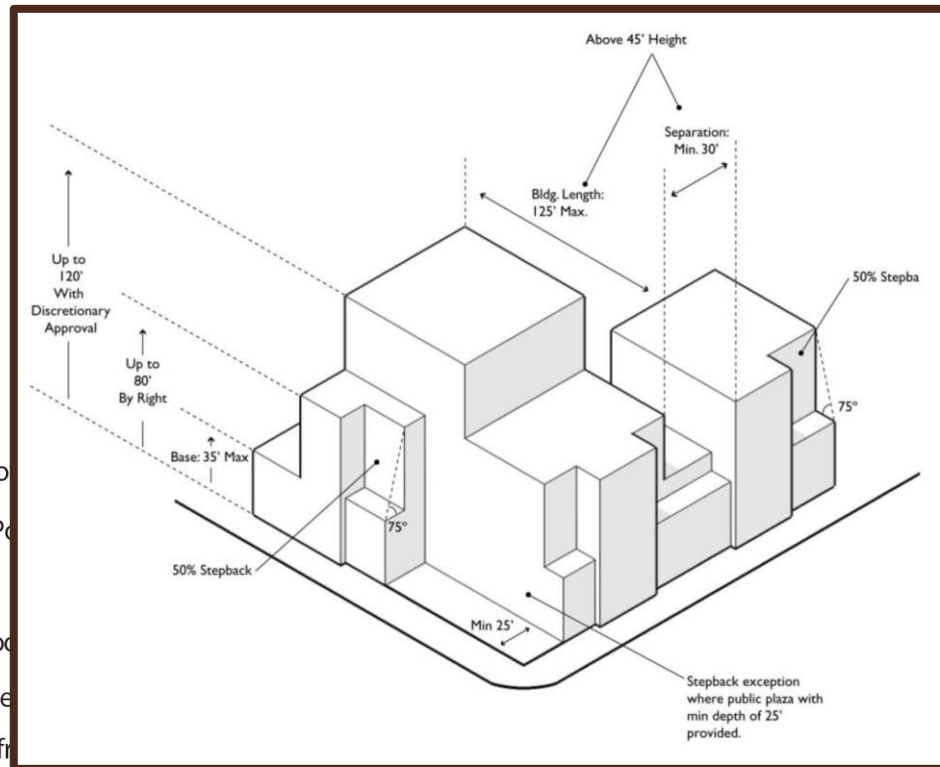
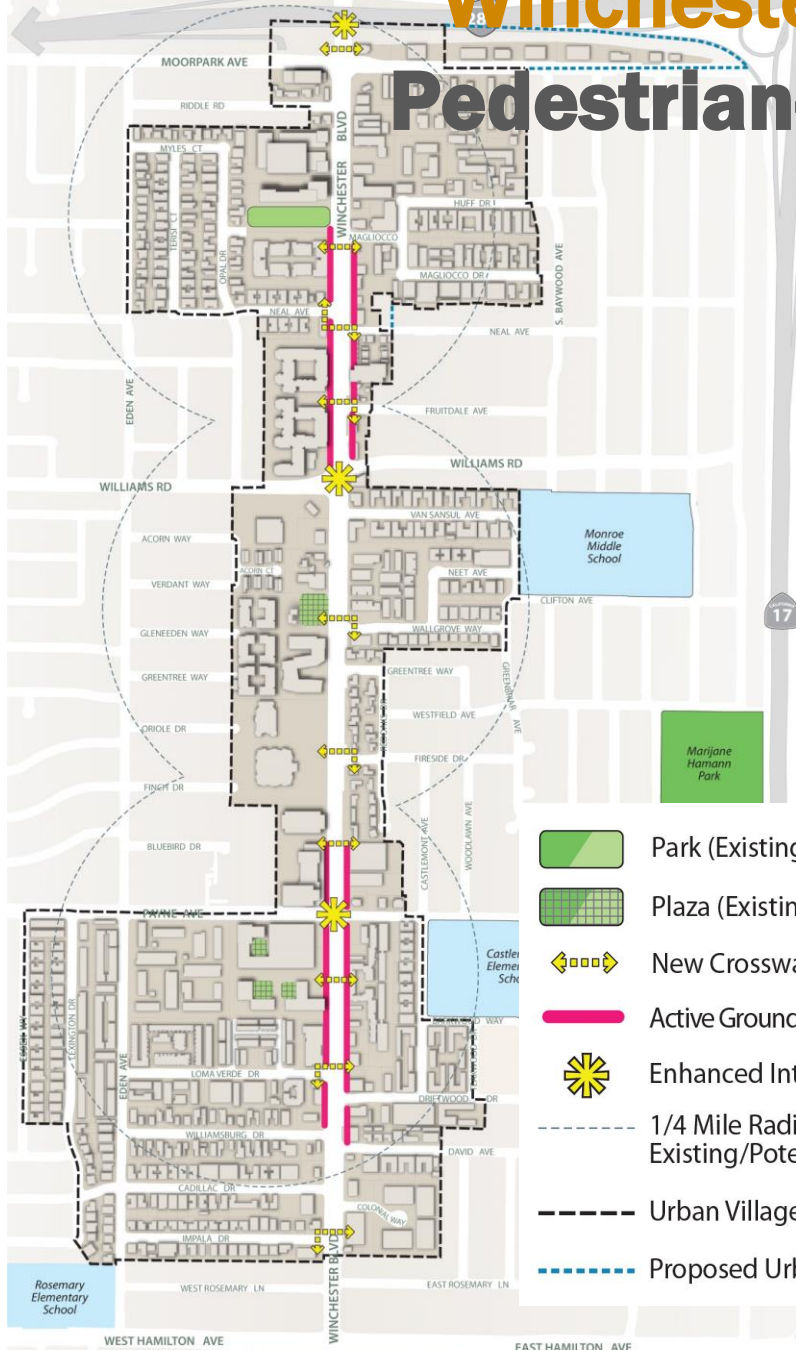
Active frontages, ground-floor transparency, pedestrian-scaled design required; parking located to the rear.



Winchester Boulevard Urban Village

Pedestrian-Friendly Winchester Blvd

Break down building massing of large projects



Winchester Boulevard Urban Village

Pedestrian-Friendly Winchester Blvd

Break down building massing
of large projects



Winchester Boulevard Urban Village

Pedestrian-Friendly Winchester Blvd

Break down building massing of large projects



Winchester Boulevard Urban Village

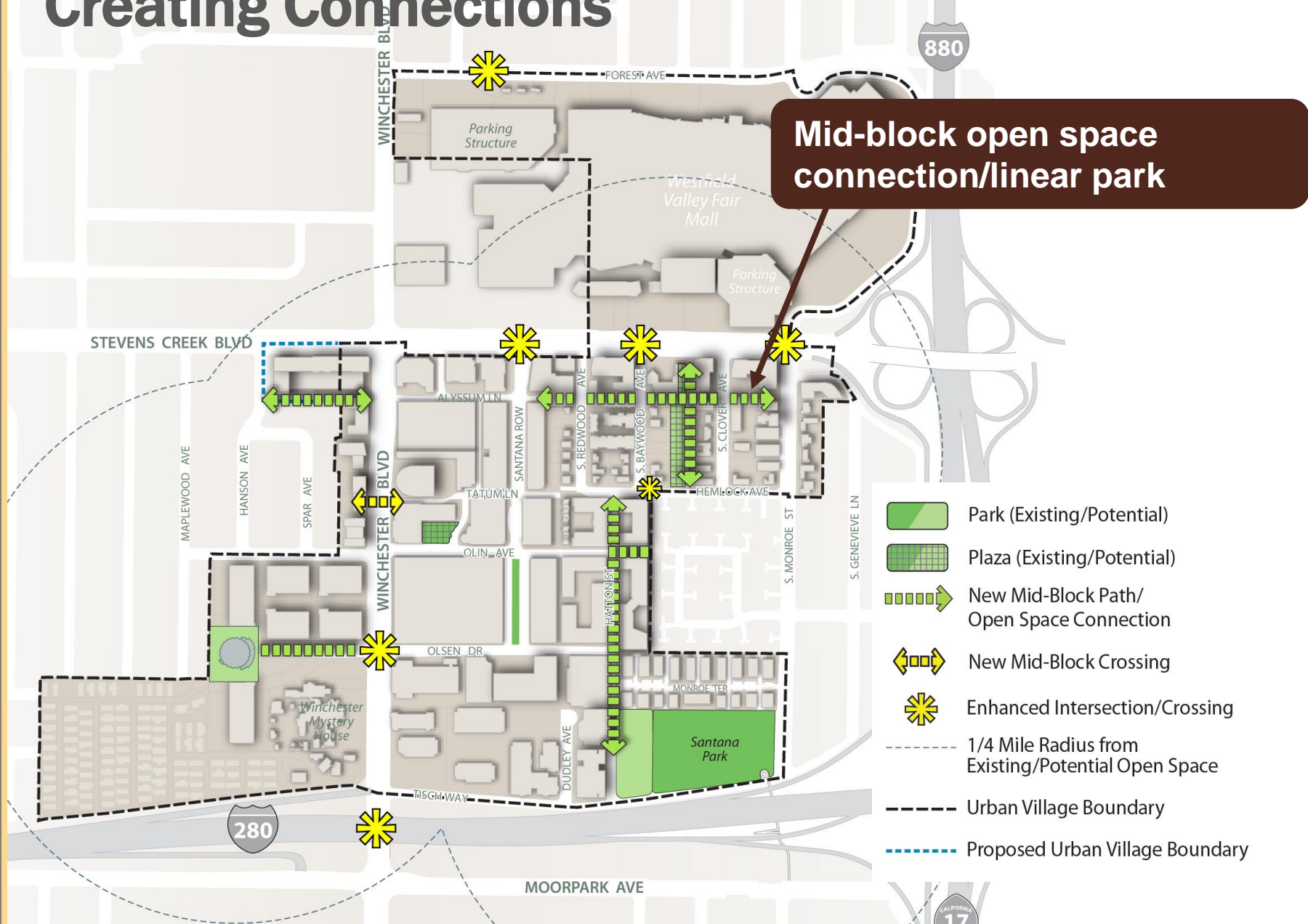
Pedestrian-Friendly Winchester Blvd

Require high-level façade articulation facing Winchester Boulevard



Santana Row/Valley Fair Urban Village

Creating Connections



Santana Row/Valley Fair Urban Village

Creating Connections



Santana Row/Valley Fair Urban Village

Creating Connections

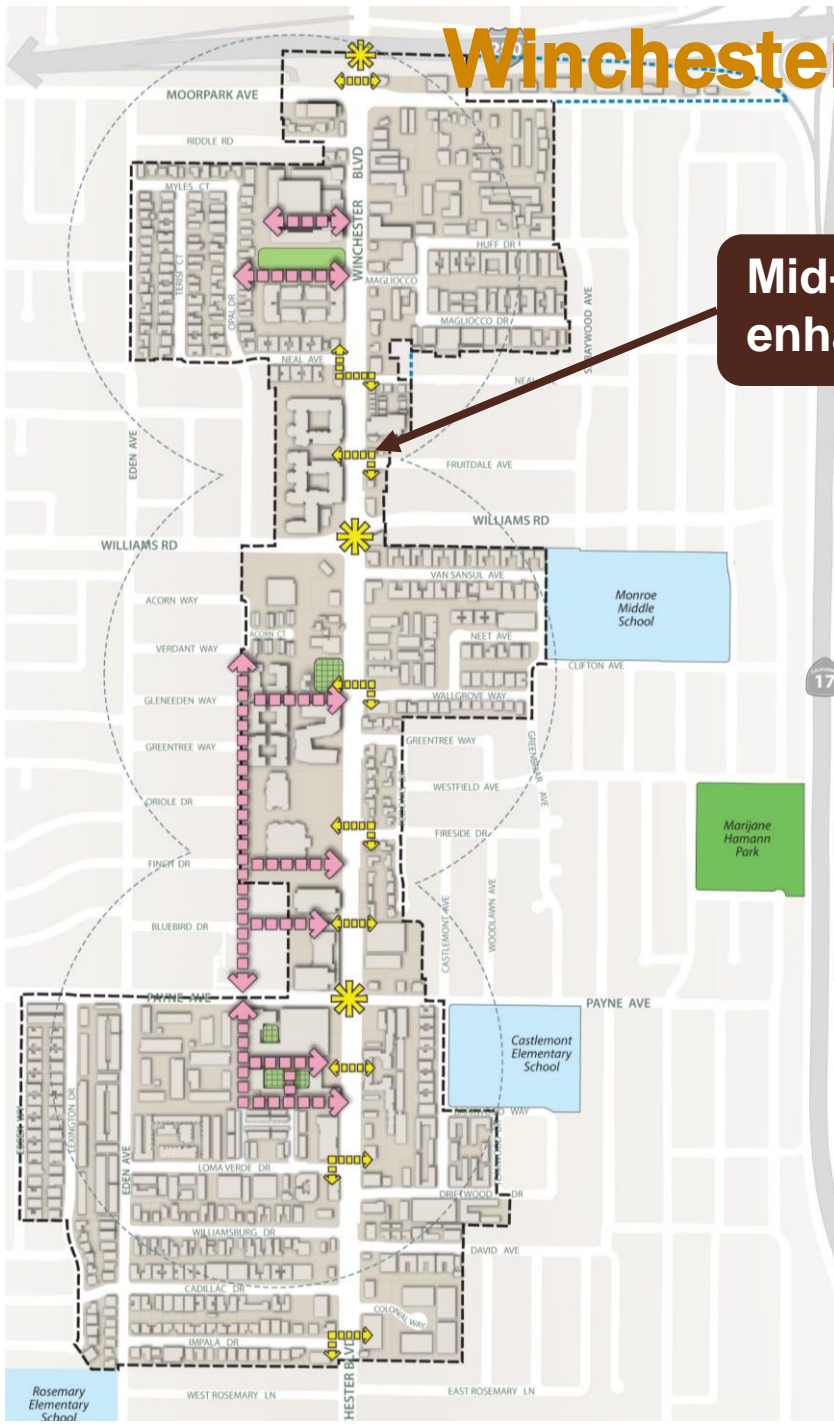
Mid-block plaza/linear open space within Urban Village
Commercial/Urban Village
Residential uses











Winchester Boulevard Urban Village

Creating Connections

Mid-block crosswalks and enhanced existing crosswalks



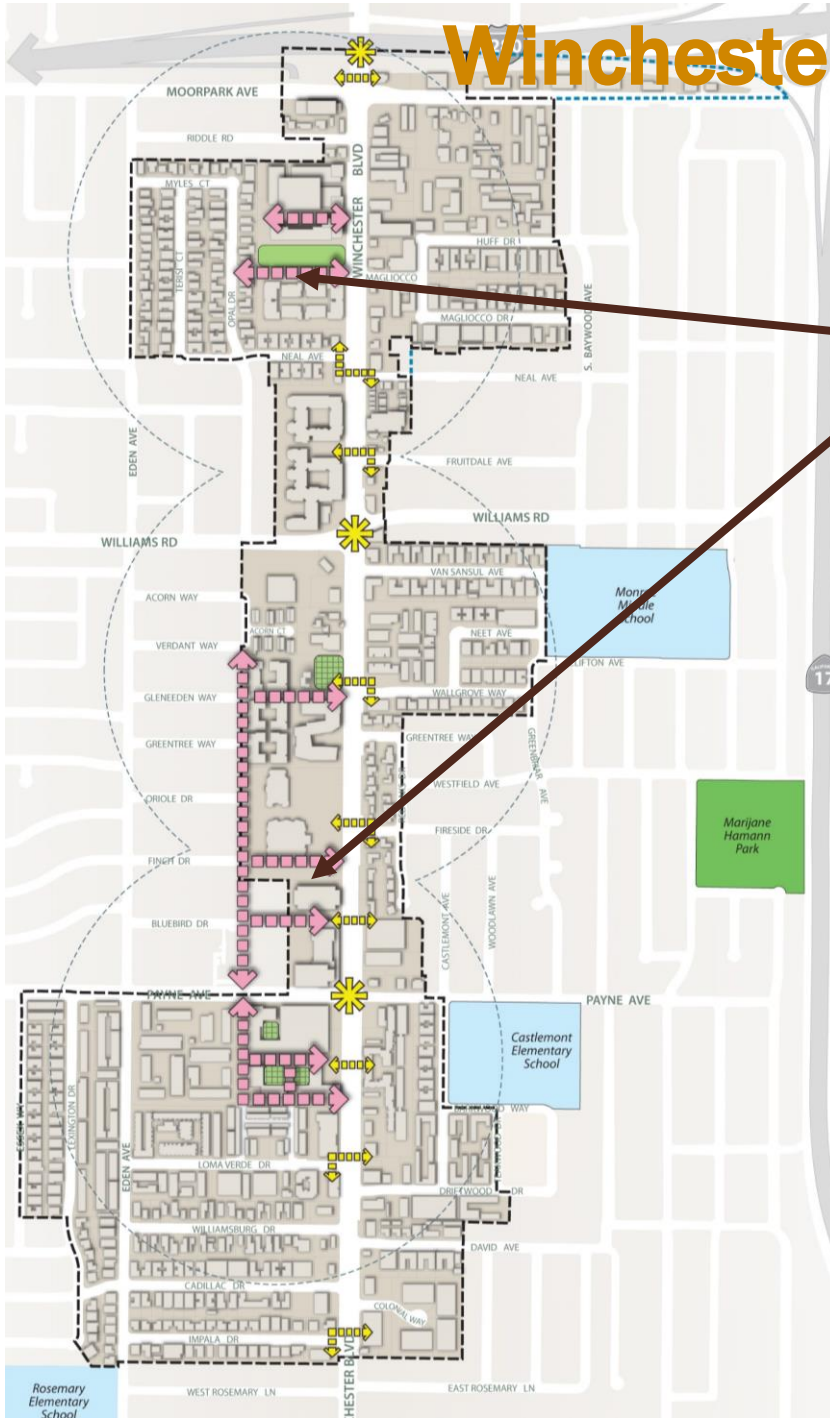
-  Park (Existing/Potential)
-  Plaza (Existing/Potential)
-  New Connection (pedestrian & bike only and/or vehicular right-of-way)
-  New Crosswalk
-  Enhanced Intersection/Crossing
-  1/4 Mile Radius from Existing/Potential Open Space
-  Urban Village Boundary
-  Proposed Urban Village Boundary











Winchester Boulevard Urban Village

Creating Connections

New connections the break up “superblocks” and enhance walkability– shared streets or pedestrian/bike only

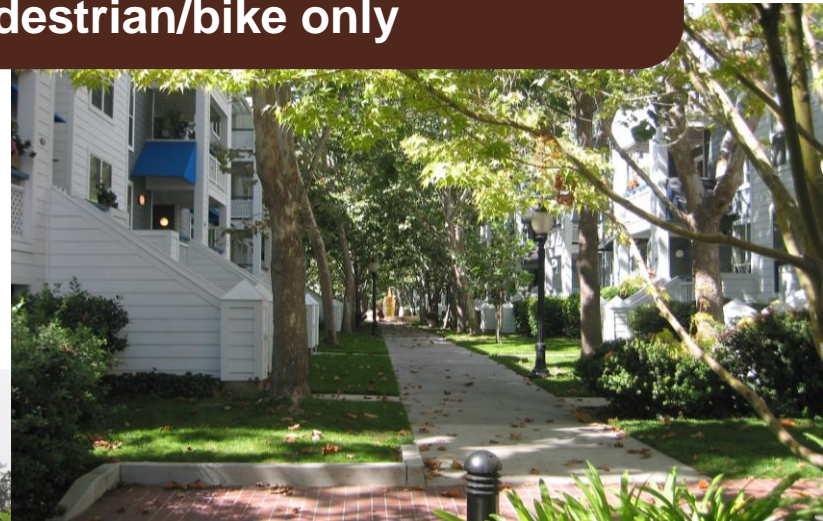
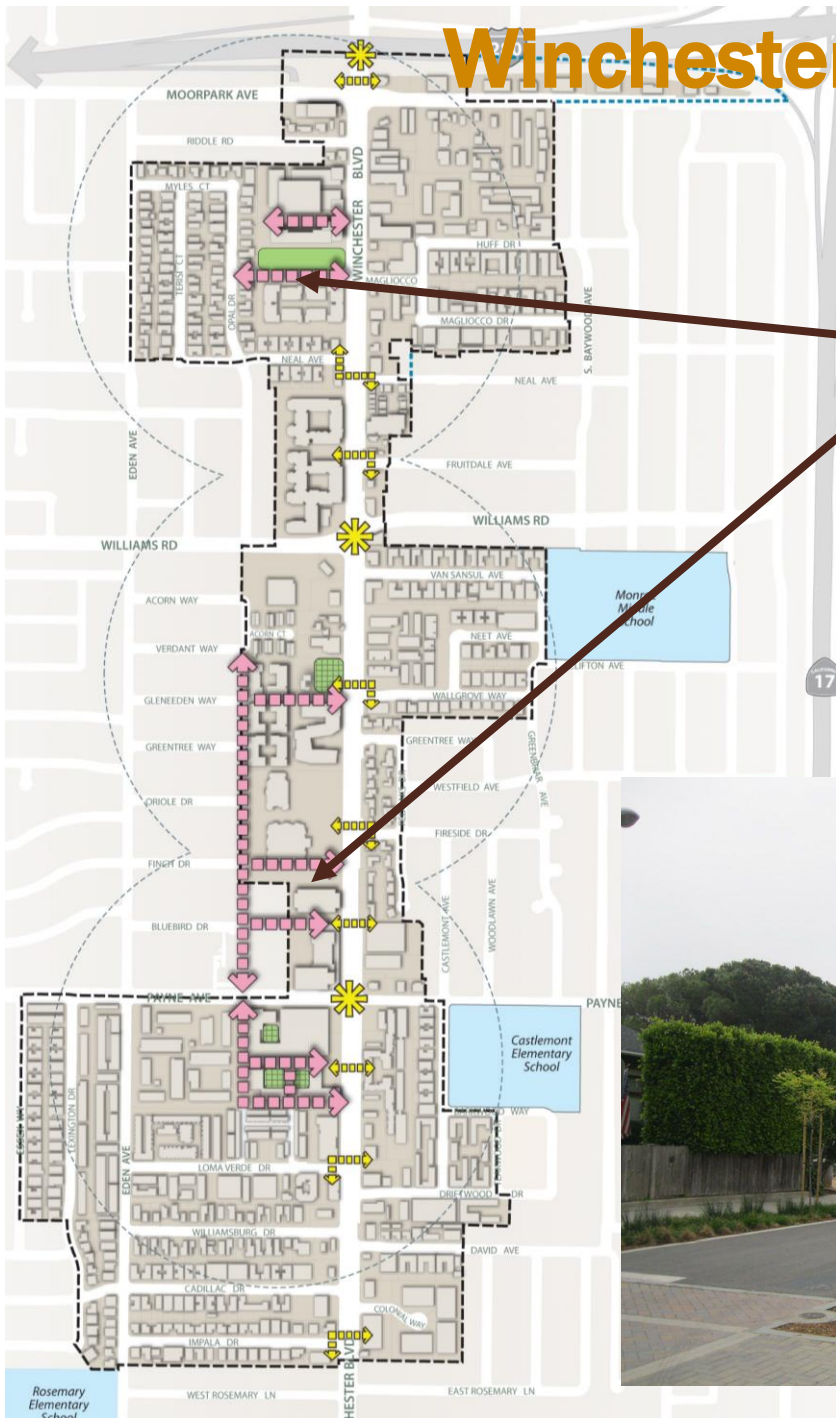


-  Park (Existing/Potential)
-  Plaza (Existing/Potential)
-  New Connection (pedestrian & bike only and/or vehicular right-of-way)
-  New Crosswalk
-  Enhanced Intersection/Crossing
-  1/4 Mile Radius from Existing/Potential Open Space
-  Urban Village Boundary
-  Proposed Urban Village Boundary

Winchester Boulevard Urban Village

Creating Connections

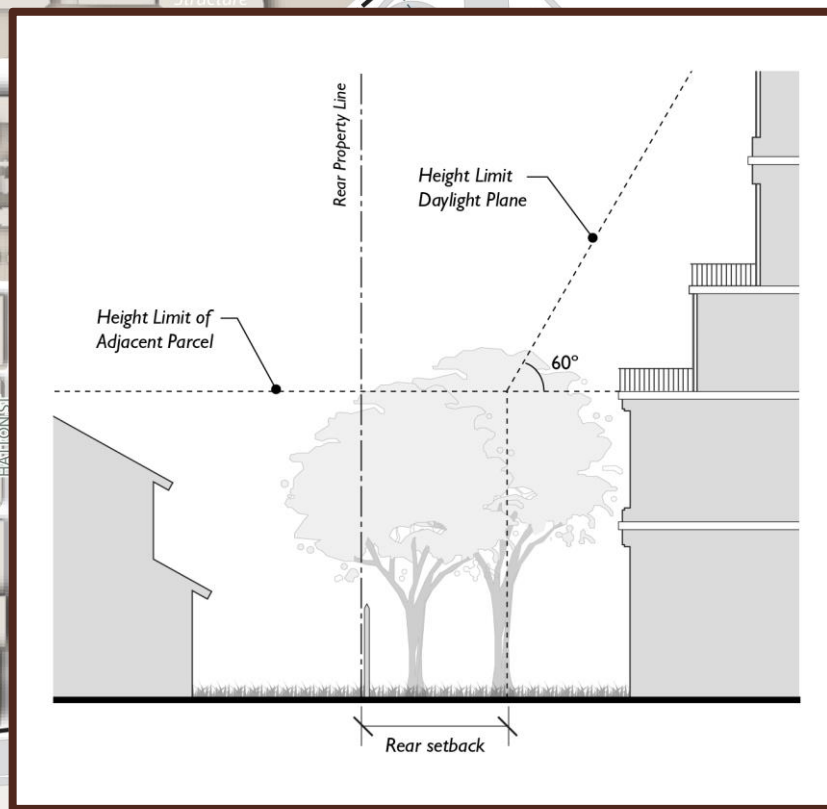
New connections the break up “superblocks” and enhance walkability– shared streets or pedestrian/bike only



Santana Row/Valley Fair Urban Village

Respecting Scale of Existing Neighborhoods

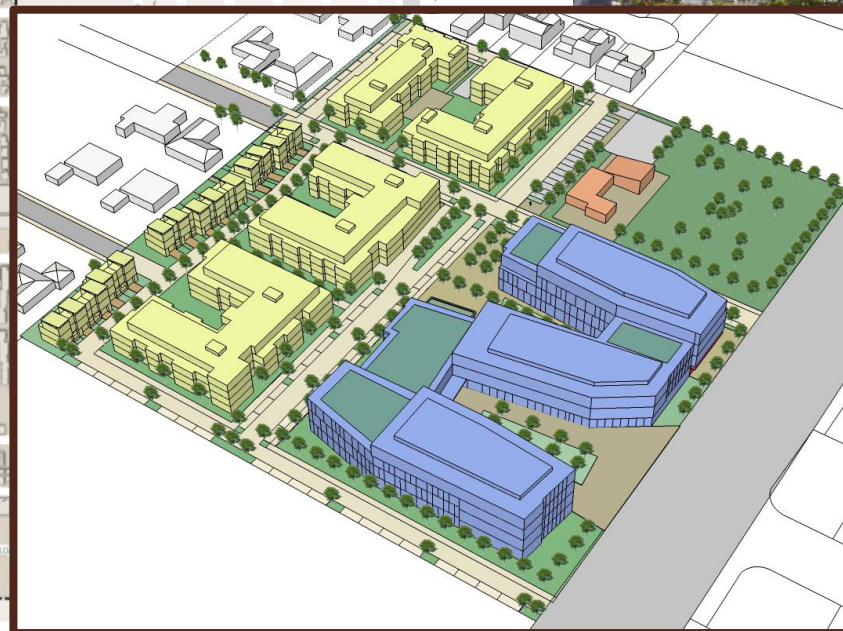
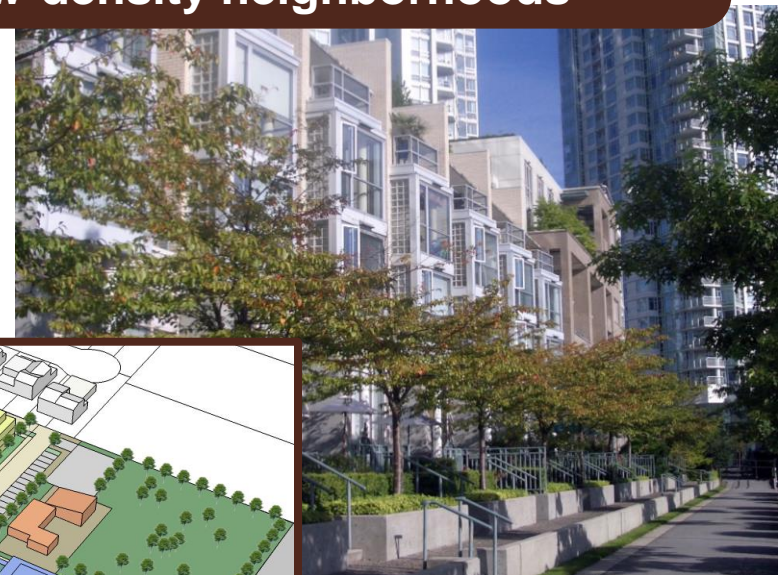
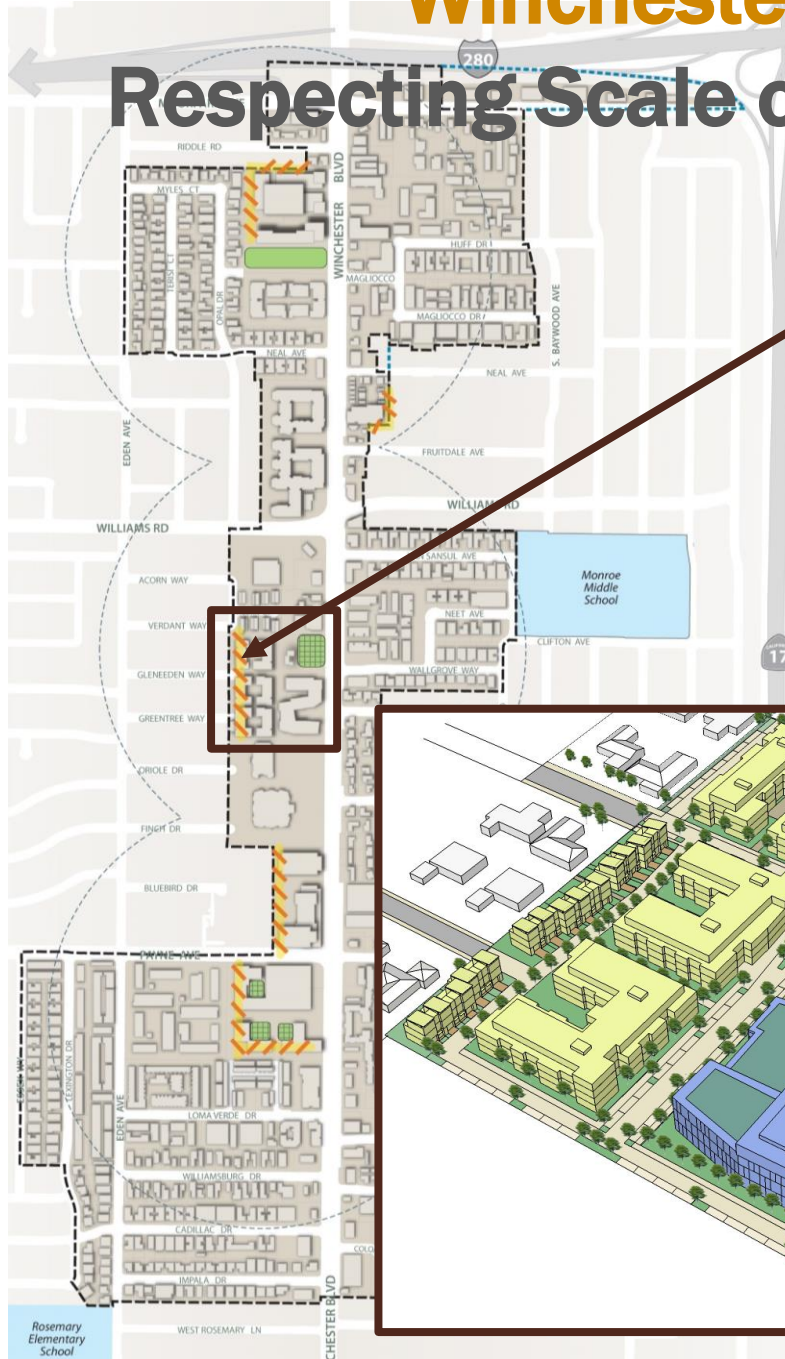
Interface between new high-density development and existing low-density neighborhoods



Winchester Boulevard Urban Village

Respecting Scale of Existing Neighborhoods

Interface between new high-density development and existing low-density neighborhoods



Required for
ess
n
Open Space
dary
age Boundary

45 Feet (3-4 stories typical)

55 Feet (4-5 stories typical)

65 Feet (5-6 stories typical)

85 Feet (6-7 stories typical)

120 Feet (11-12 stories typical)

150 Feet (14-15 stories typical)

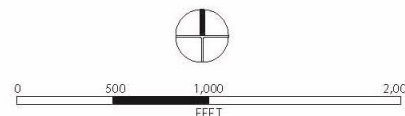
200 Feet (19-20 stories typical)

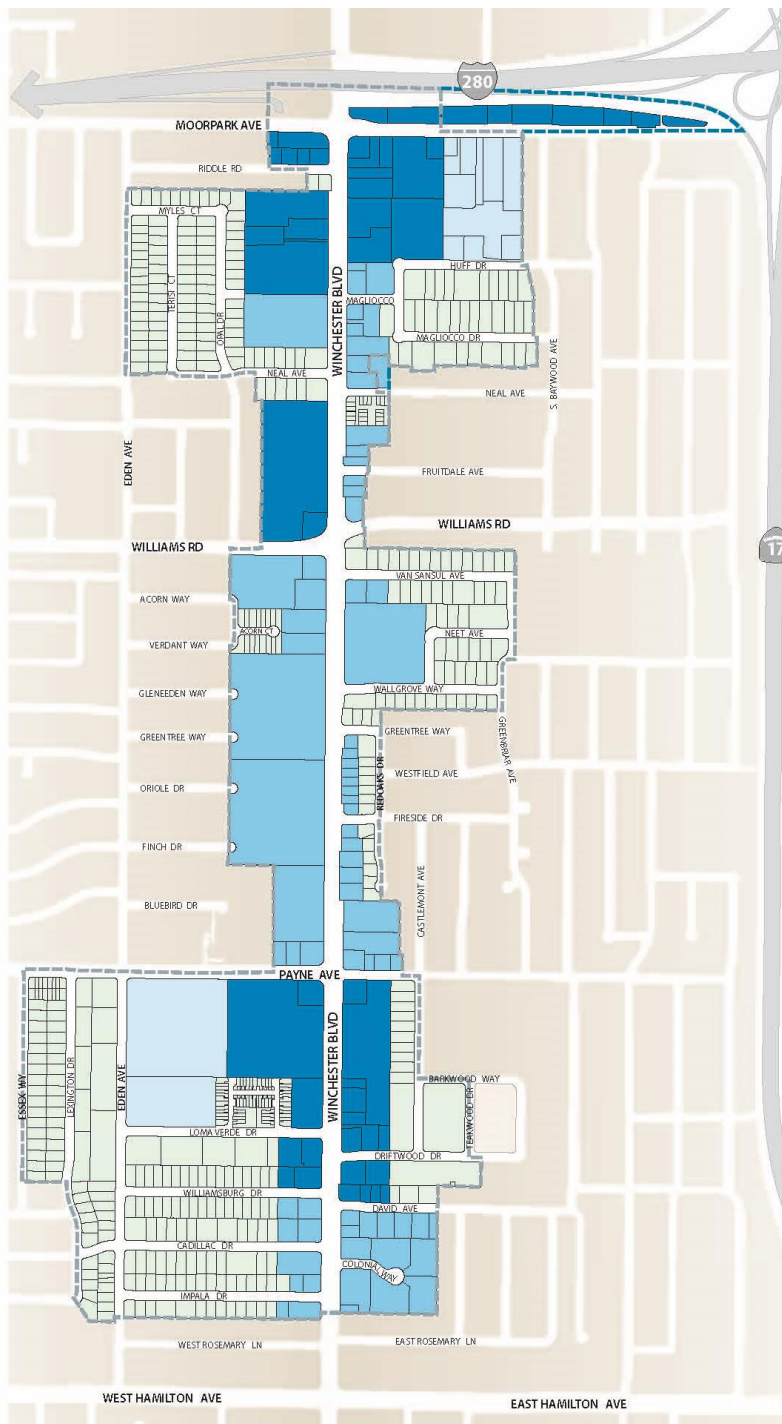
55 Feet for parcels less than 1 acre in size

Urban Village Boundary

Proposed Urban Village Boundary

0 500 1,000 2,000
FEET





Winchester Boulevard Urban Village Height Diagram

- 45 Feet (3-4 stories typical)
- 55 Feet (4-5 stories typical)
- 65 Feet (5-6 stories typical)
- 85 Feet (6-7 stories typical)
- Urban Village Boundary
- Proposed Urban Village Boundary

Winchester Boulevard and Santana Row/Valley Fair Urban Villages

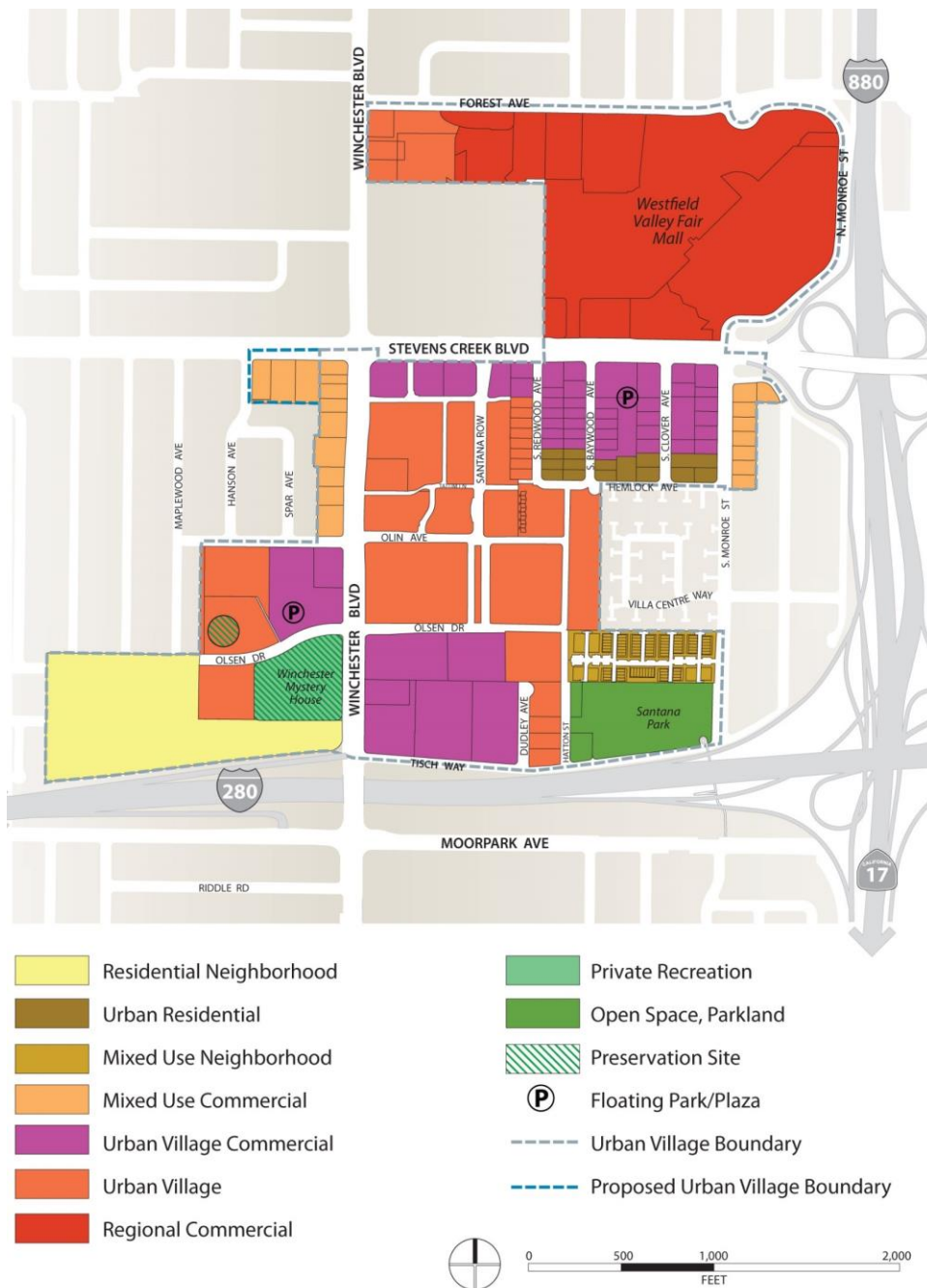


Winchester Advisory Group Meeting #16
November 14, 2016
6:30 pm

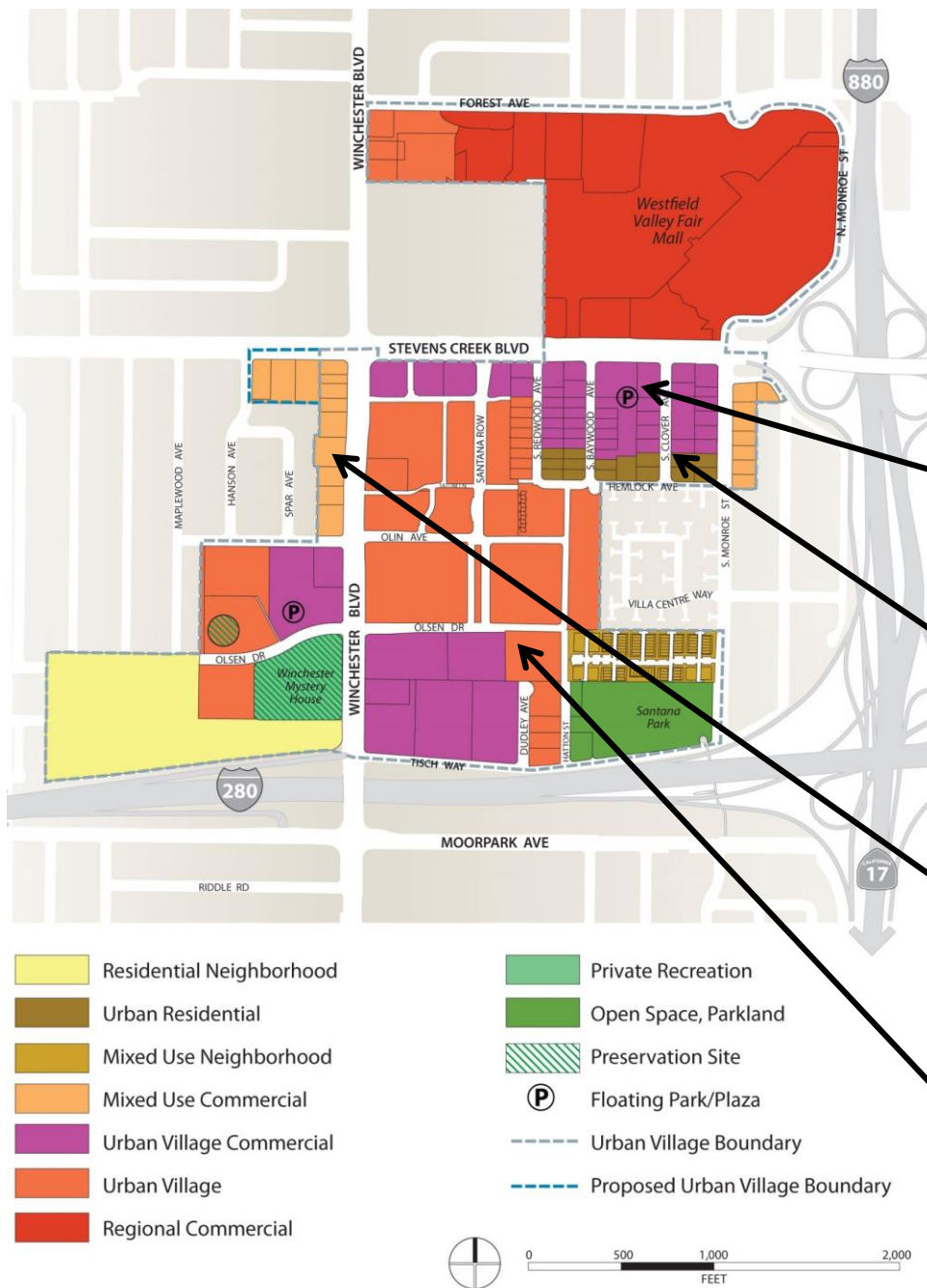
Land Use



Santana Row/Valley Fair Urban Village Land Use Diagram



Santana Row/Valley Fair Urban Village Land Use Diagram

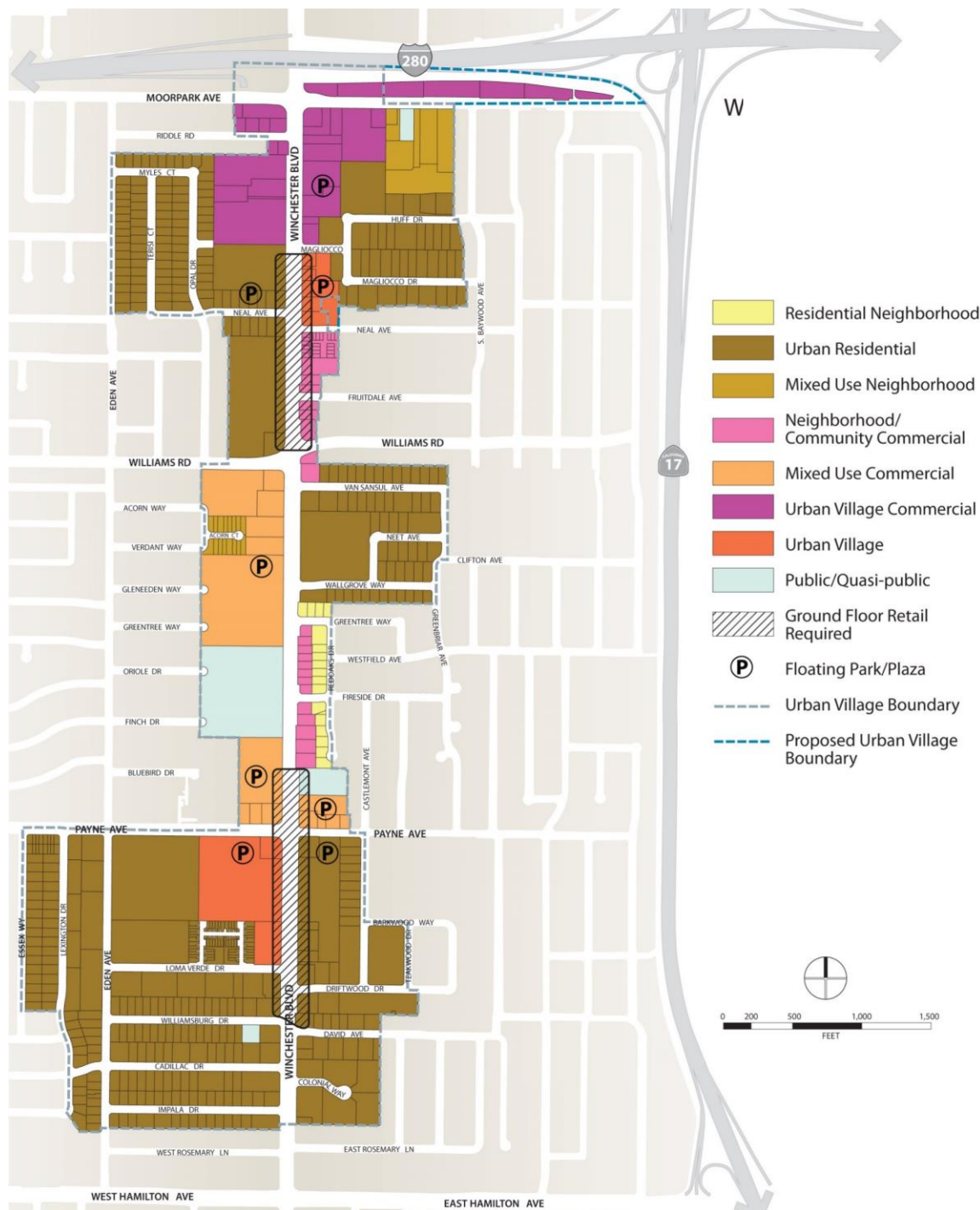


Urban Village Commercial is commercial-only, supporting larger-scale development.

Urban Residential allows a mix of uses; residential required.

Mixed-Use Commercial emphasizes commercial uses, allows residential.

Urban Village supports high-intensity commercial and mixed-use development.



Winchester Boulevard Urban Village Land Use Diagram

Winchester Boulevard Urban Village Land Use Diagram

Urban Village Commercial is commercial-only, supporting larger-scale development.

Ground floor retail is required facing Winchester Blvd in the hatched areas

Neighborhood/ Community Commercial supports smaller-scale neighborhood-supporting commercial uses

Urban Village supports high-intensity commercial and mixed-use development.

